



Division of Transportation Investment  
Management  
Bureau of Transit, Local Roads, Railroad & Harbors  
PO Box 7914  
Madison, WI 53707-7914

PSC 914/5-75-107  
REF# 258690  
Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)  
Telephone: (608) 266-2941  
Facsimile (FAX): (608) 267-3567  
E-mail: [lisa.stern@dot.wi.gov](mailto:lisa.stern@dot.wi.gov)

Public Service Commission of Wisconsin  
RECEIVED: 03/26/15, 1:17:20 PM

Rec'd 3-13-2015  
March 10, 2015

Office of the Commissioner of Railroads  
P.O. Box 7854  
Madison, WI 53707

Dear Commissioner:

Project ID 1150-54-50 (Surface) and 51 (Signals)  
CTH B (Sunset Beach Road), Village of Suamico  
(SSAM Crossing Surface and Crossing Signals)  
Brown County  
Crossing No. 181 344L MP 9.17

This is a petition being filed with your office in accordance with Section 195.28, 195.285, and 195.29 of the Wisconsin Statutes.

The Wisconsin Department of Transportation and Brown County will be reconstructing and widening CTH B (Sunset Beach Road) in the Village of Suamico, Brown County during the 2016 construction season. As a part of the project, the at-grade crossing with the Sault Sainte Marie Bridge Company's Manistique Subdivision will need a new crossing surface and upgraded and relocated crossing warning devices. The project is scheduled for letting on July 12, 2016 with a possibility to advance to a May 10, 2016 letting.

The Department understands rail traffic on this line to consist of eight freight trains per day at a maximum time table speed of 49 mph. The average daily traffic on CTH B was 9,800 vehicles in 2012 and is expected to reach 18,100 vehicles in 2036. The posted speed on CTH B is 35 mph.

CTH B meets the railroad tracks at an angle of 60 degrees with a left-hand forward skew. The existing roadway is a two-lane, undivided, rural facility with 15-foot lanes with no discernible shoulders. Within 10 to 15 feet of the crossing in all quadrants but the northwest, the roadway widens to approximately 28 feet from the centerline to edge of pavement. The northwest quadrant is part of the approach and narrows to approximately 20 feet rather than the standard 15 feet. Approximately 400 feet west of the crossing is a two-lane roundabout at CTH B and Velp Avenue.

The reconstruction of CTH B will include adding a median, a westbound through lane, bicycle lanes, and sidewalks. The roadway will continue to meet the tracks at a 60-degree angle. CTH B will be converted to an urban cross section which, starting from the south, will consist of a five-foot sidewalk, an eight-foot terrace (to the face of curb), a two-foot gutter pan, a five foot bike lane, a 12-foot travel lane, a two-foot gutter pan, a six-foot median, a two-foot gutter pan, two 11-foot travel lanes, a four-foot bike lane, a two-foot gutter pan, an eight-foot terrace, and a five-foot sidewalk. The bike lane, outside curb and gutter, terrace, and sidewalk all flare outward to cross the tracks at approximately a 90-degree angle and then curve back to the standard widths. The eight-foot terraces widen from six feet in advance of the crossing to create space for the signal equipment and reduce back to six feet on the downstream side of the crossing.

Side Street parallels the railroad tracks immediately to the west. At the crossing, the centerline of Side Street is roughly 75 feet west of the track centerline. As part of this project, Side Street will be closed north of CTH B. The median on CTH B will extend through the remaining leg of the intersection with Side Street allowing right-in and right-out movements only.

There is a sag in the rail line at this crossing. The Department proposes to raise the elevation of the crossing roughly three inches as part of this project. The reconstructed and expanded CTH B will require a 105-foot crossing. We propose that the railroad install a new composite crossing at this location. We further propose

that the railroad be responsible for 8% of the cost of the crossing surface replacement and the project be responsible for the remaining 92%. The railroad's portion was based on 15% of the existing 56-foot crossing prorated over the new 105-foot crossing.

The existing signal equipment is in good condition and we propose that it be salvaged and reused to the maximum extent possible. In the eastbound direction, the existing warning device consists of mast-mounted 12-inch LED flashing-light signals, a gate, an electronic bell, and a sidelight aimed to the north leg of the Side Street intersection. We propose that this existing warning device be salvaged and reinstalled with the sidelight re-aimed to the south leg of Side Street. In the westbound direction, the existing warning device consists of mast-mounted 12-inch LED flashing-light signals with a gate. We propose cantilever mounted flashing-light signals with gates, and an electronic bell. The existing bungalow is in good condition and has constant warning time circuitry; however, the reconstructed roadway will move closer to the bungalow. We propose that the railroad relocate the bungalow to their standard location of 30 feet from the roadway. We ask that the railroad install R8-8 "DO NOT STOP ON TRACKS" signs on each signal pole. We propose the signal work will be funded entirely by the roadway project.

The Department further proposes that this crossing be made exempt. No crashes were found in the Federal Rail Administration's database for this crossing. The installation of the curbed median with flashing-light signals and gates will provide an increased safety benefit. Traffic projections evaluating the movements at the roundabout show there is an increased potential of rear end crashes at the crossing and within the roundabout when trucks and busses are required to stop in the single lane approach of the crossing.

We request you conduct a public hearing to determine the appropriate warning devices and to approve the lengthening of the CTH B crossing and make this crossing exempt. Construction of this project is scheduled to take place in the summer of 2016. Traffic will be detoured while work at and around the crossing is in progress. We propose that the railroad's crossing surface and signal work be completed by July 6, 2016.

Attached for your information are the following:

1. Existing Railroad Crossing Report
2. Existing Railroad Crossing Sight Distances Sheet
3. Proposed Railroad Crossing Report
4. Proposed Railroad Crossing Sight Distances Sheet
5. Aerial of CTH B from Velp Avenue to USH 41
6. Title Sheet
7. Project Overview Sheet
8. Existing Typical Section Sheet
9. Proposed Typical Section Sheet
10. CTH B Layout Detail Sheets (2)
11. East Rail Plan and Profile Sheet
12. Roadway Plan and Profile Sheets (2)

Sincerely,



Lisa A Stern, P.E.  
Statewide Railroad Grade Crossing Safety Engineer

LAS:jrp

cc/att: Jared Kinziger – WisDOT NE Region  
Jackie Macewicz – SSAM

cc JP, HG